

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: M: 31-19.

Name: KANSINGTON PARKWAY OVER ROCK CREEK (M0073).

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____	
_____	
_____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*pas*

MHT No. ~~M-31-15~~ <sup>367</sup> M: 31-19

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M:31-19

**Description:****Describe Setting:**

*Bridge M0073 carries Kensington Parkway over Rock Creek just south of Kensington, Maryland. Kensington Parkway runs north-south at this location; Rock Creek flows west-east. The bridge is located within the Maryland portion of Rock Creek Park and the area is virtually undeveloped. However, there is evidence of substantial earthmoving in the vicinity of the bridge, especially to the east, where remnants of the Kensington Railway trolley bridge, originally built in the 1890s, are still clearly visible downstream. The foundations of this former bridge span the creek and connect with a raised berm outlining the path of the trolley that would have run in a northeast-southwest orientation, meeting the line of Kensington Parkway just to the south of Bridge M0073. It is also probable that the course of Rock Creek has been altered since the erection of the bridge, perhaps from flooding episodes or other natural factors, since two of the four arches exhibit considerable sediment buildup, and in one case the arch is almost completely filled with soil. A dwelling is located to the south of the bridge, apparently just outside the park boundaries.*

**Describe Superstructure and Substructure:**  
**(Discuss points identified in Context Addendum, Section C)**

*This is a four-span stone and metal arch bridge constructed of fieldstone and metal corrugated piping. Each arch is approximately 10 feet high by 23 feet wide, and is lined with a metal corrugated pipe. The length of the entire structure is 51 feet. The arches are each lined with carefully cut voussoirs exhibiting distinct keystones. Parapets have stone sections connected by thick metal railings. A large chunk of the western parapet has been destroyed, and subsequently removed by a backhoe (marks from the teeth are visible in the asphalt). Jersey barriers have been erected along the entire west wall. It is unclear what, if any, action is planned for the restoration of this wall. The roadway supports two lanes of traffic.*

**Discuss major alterations:**

*It appears as though the only serious alterations to this structure have been the installation of the metal railings between the stone parapets.*

**History:**

**When Built:** *unknown (assume late 1930s)*

**Why Built:** *unknown (probably as part of Kensington Parkway)*

**Who Built:** *unknown (possibly by a Depression era public works organization such as the Civilian Conservation Corps)*

**Who Designed:** *unknown*

**Why Altered:** *addition of metal safety rails*

**Was this bridge built as part of an organized bridge building campaign:** *possibly*

*It is possible that this bridge was designed and/or built by one of the Depression era public works organizations such as the Civilian Conservation Corps. If so, the bridge would be potentially eligible under Criterion A as a significant example of bridge building campaigns during this period.*

**Surveyor Analysis:**

M.31-19

**This bridge may have NR significance for association with:**☒ A Events ☐ B Person☒ C Engineering/Architectural Character**Was the bridge constructed in response to significant events in Maryland or local history?**

*Very little information is known about the circumstances surrounding the construction of this bridge. It was probably built during the late 1930s in association with Kensington Parkway, which opened to traffic in 1940. According to Historian Michael Dwyer of the Maryland National Capital Parks and Planning Commission, this bridge exhibits design elements similar to those employed by Depression era public works organizations. He speculated that the bridge may have been built by the Civilian Conservation Corps (CCC), which operated from 1933 to 1942. There were 30 CCC camps in Maryland with 32,000 participants over a 9-year period. At least one of these camps was located in Rock Creek Park. CCC workers built 3,247 bridges across the country, 274 of them in Maryland.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

*As part of Kensington Parkway, this bridge has encouraged travel from North Chevy Chase to Kensington, and into Rock Creek Park. However, because the bridge is located within the park boundaries, development of the immediate vicinity has been limited.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*Bridge M0073 is located within the Maryland portion of Rock Creek Park, which itself may be eligible for historic designation. Currently, only the section of Rock Creek Park located in Washington, D.C. is listed on the National Register as the Rock Creek Park Historic District. If this district is amended at some time in the future to include the portion of Rock Creek Park situated in Maryland, the bridge should be included as a contributing element.*

**Is the bridge a significant example of its type?**

*Despite the alteration described above and the recent damage to the western wall, this bridge is still a significant example of the stone arch and metal pipe bridge.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*Bridge M0073 possesses historic integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alteration to the parapets, this bridge still retains the integrity of nearly all its original components, including the arch rings, barrels, spandrel walls, wing walls, abutments, and piers.*

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

*This bridge is potentially eligible under Criterion C for its distinct style and engineering character, perhaps created by a Depression era public works organization such as the CCC.*

Should this bridge be given further study before significance analysis is made and why?

*No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge may be useful in providing a more complete picture of the bridge's background.*

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

**Surveyor:**

**Name:**

Alice Crampton/Julie Abell

**Date:**

12/16/94

**Organization:**

Parsons Engineering Science, Inc.

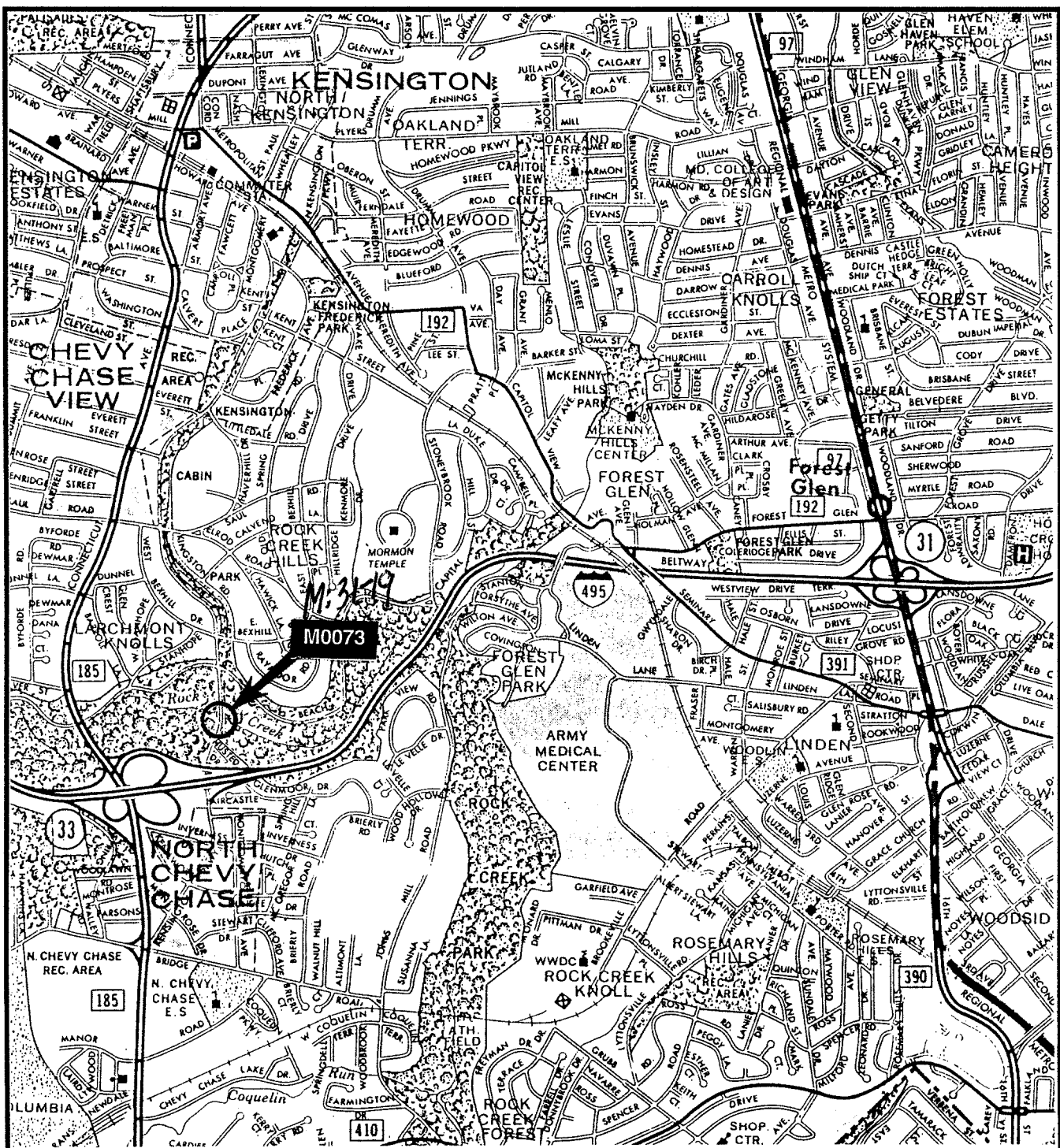
**Telephone:**

(703) 591-7575

**Address:**

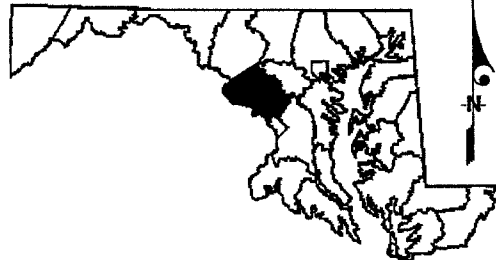
10521 Rosehaven Street

Fairfax, Virginia 22030-2899

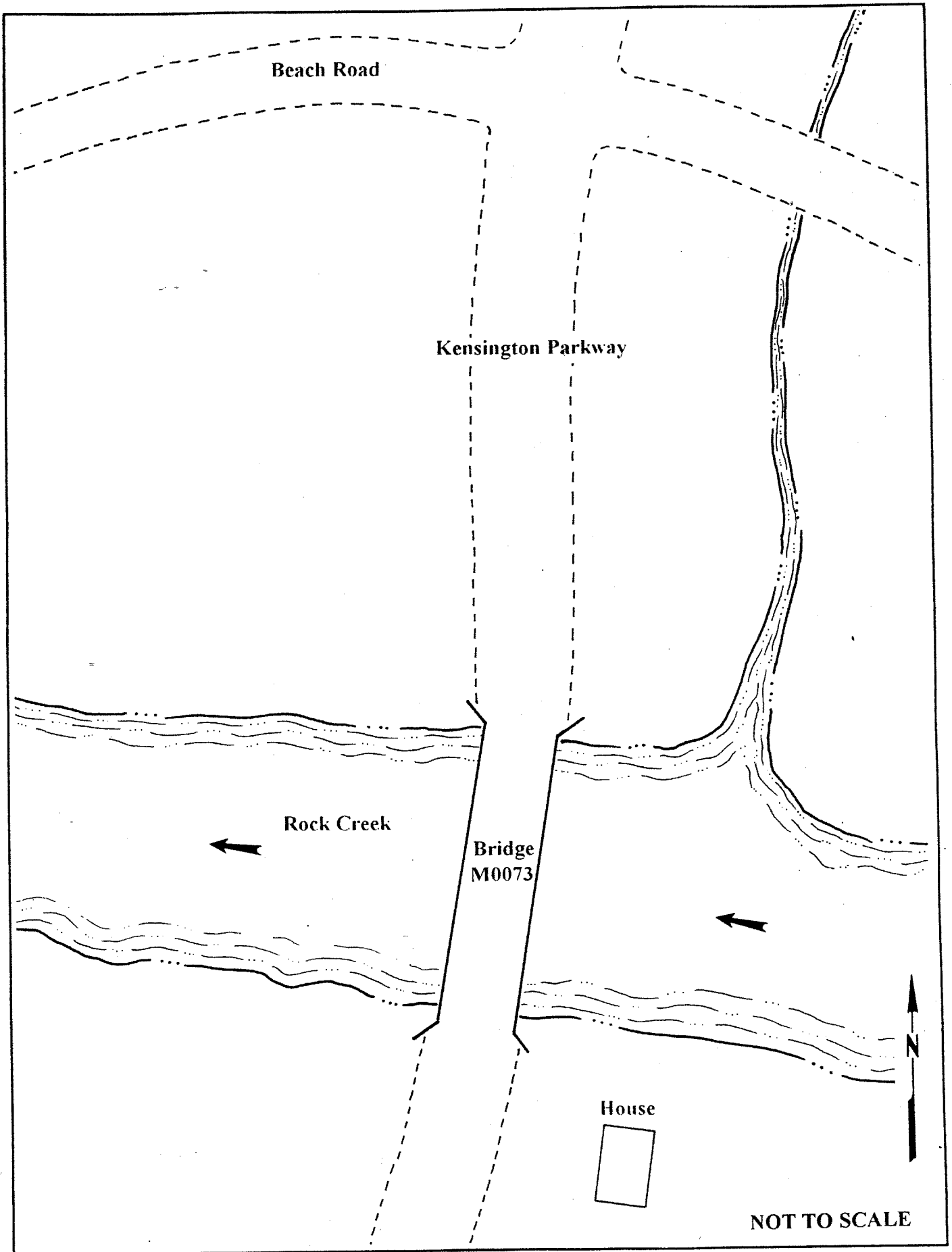


**Montgomery County - Bridge Number M0073**  
 Kensington Parkway over Rock Creek  
 (Kensington Parkway Bridge)

Scale 0 1000 2000 feet  
 0 0.5 kilometer



M:31-19







M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

West elevation

1 of 11



M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

West elevation, detail

2 of 11



M-31-19  
Kensington Parkway Bridge (M0073)  
Montgomery County, Maryland  
Julie Abell

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Maryland State Highway Administration  
West elevation, detail

3 of 11



M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

East elevation

4 of 11





M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

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Maryland State Highway Administration

Approach looking South

5 of 11



M-31-19  
Kensington Parkway Bridge (M0073)  
Montgomery County, Maryland  
Julie Abell

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Maryland State Highway Administration  
Approach looking north  
6 of 11



M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

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Maryland State Highway Administration

West parapet, detail

7 of 11



11-31-19

Kensington Parkway Bridge (MOO 73)

Montgomery County, Maryland

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Maryland State Highway Administration

West parapet, detail

8 of 11





M-31-19  
Kensington Parkway Bridge (M0073)  
Montgomery County, Maryland  
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Maryland State Highway Administration  
West parapet detail

9 of 11



M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

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Maryland State Highway Administration

View looking east (downstream) toward  
former trolley bridge piers

10 of 11



M-31-19

Kensington Parkway Bridge (M0073)

Montgomery County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Former trolley bridge piers to east  
of bridge

11 of 11